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FOREIGN REPRESENTATIVES
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MONDAY, OCTOBER 9, 1916.

For President
WOODROW WILSON
For Vice President
THOMAS R. MARSHALL
For United States Senator
HOMER S. CUMMINGS
For Congressman, Fourth District
JEREMIAH DONOVAN
For Governor
MORRIS B. BEARDSLEY

For Lieut.-Governor
FRANCIS P. GUILFOYLE
For Secretary of State
FREDERICK E. DUFFY

FOR PRESIDENTIAL ELECTORS

Simon E. Baldwin
Willie O. Burr
Archibald McNeil, Jr.
Charles E. Gross.

For Treasurer
GEORGE ULRICH
For Comptroller
ALTON T. LINER
Richard Elliott
Morris W. Seymour
Raymond P. Jodoin.

SUBMARINE AS A COMMERCE DESTROYER

THE WORK OF THE U-53, and such active assistance as she has, which cannot be more than two additional boats of her own type, is prompt and effective.

Nine ships of commerce, carrying contraband of various sorts, have been captured and destroyed by German underwater craft in the few brief hours since the U-53 made her dramatic appearance in Newport, and her sudden exit therefrom.

So far as the evidence goes, all of these ships were warned, and their crews obtained places of safety. It may later appear that the conditions were not in each case complied with. It is reasonable to suppose, however, that Germany will make every effort to keep her pledge to the United States, especially when operating in the high seas adjacent to American coastal waters.

So far as international custom is concerned, it is as legitimate for a belligerent to sink an enemy ship in one part of the high seas, as in another.

In international usage, the ocean beyond the three mile limit off American shores belongs to the world as much as if it were more than three miles from the British, or from any other coast.

Naval men may yet have to revise their estimate of the comparative value of surface and underwater ships.

A few underwater ships exercise a power out of all proportion to their size, crews and cost.

As an engine of war they are economical, for they inflict upon the enemy an expense in money and a cost in men vastly in excess of that suffered when the underwater boat is destroyed.

The submarine, being a novelty, has not yet shown all the results of which it is probably capable, chiefly because such craft have not been built in sufficient number; because the more efficient types are hardly yet off the ways, and because the training of crews, and the mastery of methods is necessarily a matter of evolution.

If German submarines can cross the ocean in considerable numbers, and find bases from which to sustain themselves, they will be difficult to deal with.

The Allies slowly and painfully developed efficient methods in the shallow waters of the Channel, such as mosquito craft, steel nets, oil covered waters, underwater telephones and other things.

But such methods would be vastly more difficult to apply, on the high seas, off the coast of the United States.

The Farmer has several times shown that the submarine is much more a weapon of defense than of offense.

The multitude of small craft, which are the most efficient foe of the submarine, need the shelter of nearby and friendly shores.

These same submarines, operating against America for instance, could be handily met by the same methods that Britain has used, as described above. But it is most difficult for the Allies to use those methods here. The amount of fleet employed would have to be very great, and might be enough to give the German high seas fleet an undue relation to the total Allied fleet on the other side.

The war has indeed been brought to American shores, by an agency which Americans invented and developed, and perhaps by an agency which belongs to Bridgeport, in the person of Simon Lake, and in physical presence of the Lake Torpedo Boat Company, which he founded, for it is claimed that the German boats are constructed upon the Lake principle.

The presence of these submarines is fraught with grave dangers to the United States. The situation created, should the submarine attack continue and grow, would be most delicate. There would follow, in such a case, a paralysis of the foreign trade of the United States, which, needless to say, would be accompanied by far flung and most serious disturbances.

The loss of trade in the form of goods sold to Europe would not be intolerable. From such a loss certain benefits might flow, as a lower domestic price for wheat, bread, gasoline and other things.

But the foreign trade brings to America many things essential to the conduct of much industry, as rubber, silk, rare metals, chemicals and other things.

By the continued failure of such supplies to arrive many American factories might be unable to go on, for a lack of raw materials, and the period of adjustment might be painful.

A condition might thus arise impelling this nation toward some part in a conflict which has been zealously avoided.

DOZEN INJURED WHEN TROLLEY CARS COLLIDE

Windsor, Conn., Oct. 8.—More than a dozen persons were injured, two seriously, in a rear-end collision of trolley cars at Windsor's Station today. A special sent out from Hartford to take workmen from that city to Windsor's Station, was crashed into by a

regular southbound trolley. The most seriously injured were: Charles Van Nessen and Harold Kelton, both of Windsor's Station. They are suffering from broken ribs and possibly internal injuries, it was stated.

The other passengers were more or less cut and bruised by flying glass and woodwork.

Failure of the brakes on the regular car to hold and slippery rails are believed to have been responsible for the collision.

Figures compiled by the British Board of Trade for the month of September show that imports increased \$5,619,000, while exports increased \$5,500,000.

COLUMBUS DAY OBSERVANCE TO BE ELABORATE

Parade and Patriotic Exercises
Will Mark Discoverer's
Holiday.

Extensive preparations for the observance of Columbus Day here on Thursday, have been made by the members of the local Italian societies and clubs. It is expected several thousand will take part in the parade in the afternoon. The parade will form at Washington park at 3 o'clock and will move promptly at 3:30 o'clock. Francesco Frassa will be grand marshal. His aides will be Giuseppe Cubelli and Ernest Preziosi. A platoon of police will lead the line.

The lodges to participate will be in the following order: Enrico Caruso, Diriti E. Doveri, Stella Lodge, Regina Elena, Sons and Daughters of Italy, Christopher Columbus, Castelfranchese, Serinese, Trinacria, Monte Carmelo, Province Caserta, Province Benevento, Prince Umberto, of Saugutuck, Duca D'Abuzzi Faetana, and the clubs, Columbus Boys' club, Mazzini and Sauria, and Venice. The following bands will participate: Ashcroft, Wheeler & Wilson, Remington Arms and the Tenth Field Artillery. The line of march will be: Barnum avenue to Pembroke street, to Stratford avenue, to East Main street, to Sterling street, to Congress street, to Main street, to North Washington avenue, to the school.

When the procession reaches the Columbus statue at Columbus school fitting exercises will be conducted in English and Italian. The speaker of the day will be Michael Strizzi of Philadelphia. Other speakers will be Francesco Frassa, Giuseppe Cubelli and some of the city officials. Pupils from the Columbus school will sing hymns and decorate the statue of Columbus with flowers during the exercises. In the evening members of the Enrico Caruso society, Sons of Italy will give a ball in Eagle's hall.

The committee is: Francesco Frassa, president; Mrs. Agatine Risi, vice president; Giuseppe Cubelli, secretary; Ernest Preziosi, treasurer; G. Rossi and Louis Mani, trustees. The following committees represent the lodges in charge of the affair: Enrico Caruso lodge, Antonio Santoro, chairman; Giovanni Rossi, Antonio Cosacchi, Ernesto Preziosi, Paolo Malagoli, Giuseppe Cubelli.

Diritti E. Doveri lodge, Luigi Cocozza, chairman; Francesco Frassa, Luca Petrucci, P. Santolupo, A. Veneroso, and Louis Mani.

Stella Lodge, Mrs. Agatine Risi, chairman; Mrs. Valentina Frassa, Mrs. Della Marotelli, Mrs. Giovanna Chellino, Mrs. Irene Matrasso.

Regina Elena Lodge, Mrs. Maria Pezzella, chairman; Mrs. Maria Abriola, Mrs. C. Gindice, Mrs. C. Memoli, Miss D. Montuori.

The committee in charge of the arrangements for the ball which will be held in the evening under the auspices of Enrico Caruso lodge comprises the following: Giuseppe Cubelli, chairman; Giovanni Rossi, secretary; Giuseppe Calcaterra, treasurer; Rocco Matrasso, Antonio Cosacchi, Florindo Farace, Paolo Malagoli, Antonio Santoro and Frank Chellino.

The Capture of Berlin

The possibility that Berlin, the proud and populous capital of the Hohenzollerns, may resort to the tread of enemy's feet before the war is over, suggests a consideration of past occasions when the Prussian metropolis was captured by the enemy. It was 16 years ago today, Oct. 9, 1790, that Berlin was taken by the Russians and Austrians during the Seven Years' War, the long conflict in which the Prussia of Frederick the Great was pitted against the great armies of Russia, Austria, France and Sweden. The seventeenth century had seen the Imperialists and Swedes, under Wallenstein and under Gustavus Adolphus, within the walls of Berlin, but it was then a mere village. At the time Frederick the Great ascended the throne it had become a city of nearly a hundred thousand people. When Frederick, having offended Maria Theresa, Empress Elizabeth and Madame Pompadour, found himself threatened by a coalition of his powerful neighbors, he appealed, like the present Hohenzollern chief, to Turkey and Spain, but all in vain. In 1760 the armies of Austria and Russia began an advance on Berlin, and, although defeated at Liegnitz, they were reorganized and pressed on toward the Prussian capital. The Saxons joined the Austrian and Russian drive and on the ninth of October Berlin fell before the forces of the coalition. The royal palace of Charlottenburg was plundered, and a contribution of 1,700,000 thalers was levied on the city. For four days the soldiers of Austria and Russia held high revel in the seat of the Hohenzollerns. Then came Frederick with all his speed from Silesia to oust the foe from his capital, but the invaders waited not his coming, but hastily evacuated the city.

Again in 1806, on another October day, Berlin was subjected to the ig-

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nominy of capitulation. This time it was the French under Napoleon who took the Prussian capital, which had become a city of a quarter million people. Riding in his faded gray cloak at the head of his resplendent marshals, Napoleon made his triumphant entrance into Berlin, and established himself in the royal palace.

Napoleon's chief interest during his brief stay in Berlin centered in the works and haunts of Frederick the Great. At the tomb of the greatest of the Hohenzollerns the sword of Frederick was placed in the hand of the Corsican. As he gazed at it he said: "Not for millions would I exchange this sword. I will send it to the invalids. My old soldiers will regard with reverence a trophy which has belonged to the most illustrious captains of history."

General Rapp suggested that Napoleon keep the sword for himself, but the Corsican drew himself up proudly and said, haughtily, "Have I not a sword of my own?"

Not only the sword but also the belt and Black Eagle of the order to which Frederick belonged were sent as trophies to Paris. It was while he was in the Prussian capital that Napoleon issued his famous "Berlin Decree," by which the British Isles were declared to be in a state of blockade, and all intercourse of the continent with England was prohibited.

This is Fire Prevention Day, the anniversary of the great Chicago fire, and it will be observed appropriately in hundreds of cities throughout America. The campaign of education designed to cut down the great annual fire loss has now reached such proportions as to promise tangible results.

PRESIDENT CUT "GORDIAN KNOT" WITH BANK ACT

Followed Years of Republican Hedging With Pro-People Legislation.

(Political Correspondence of The Farmer)

Washington, Oct. 9.—Woodrow Wilson and the Democratic party, fulfilling the spirit and letter of their platform, started out in 1913 on a program of social reform. Their purpose was to remedy the more glaring evils of our industrial system. The program was hindered by the problems growing out of the war which necessarily diverted much of the attention of the President and Congress.

Notwithstanding these obstacles, a great program of constructive legislation was accomplished. It used to be said by an ancient wiseacre, that "All the Democrats ever did was go get up in their seats and vote No." Guess like that look pretty ridiculous when you read over the list of constructive laws passed during the last three years.

Greatest of these was the Federal Reserve act. Ever since the Civil War the country has suffered from a series of panics and depressions due to arbitrary restrictions governing the supply of currency. The remedy for this condition was perfectly apparent to the bankers and business elements. But the Republican politicians would never pass a law that the people would accept.

The Republican theory was always to create one great central bank that could be maintained by Wall street. But when it came to passing such a law, the Republican politicians never quite dared. Yet they were close to the king of finance that they would never do anything else. So Congress after Congress was deadlocked.

Woodrow Wilson cut the gordian knot. Under his leadership sound and stable law was passed, ending currency panics, and so dividing up the reservoirs of credit as to keep it in the hands of the business men of the several sections where it belongs. It is the greatest piece of constructive legislation since the Civil War. It will remove the most serious cause of poverty in American life.

MAJOR DREYFUS.

This is the fifty-seventh birthday of the chief figure in that military cause celebre of the century, the Dreyfus case. It was a decade ago that Alfred Dreyfus was completely vindicated and restored to the French army. A major, after having been convicted of selling military secrets to Germany, and sentenced to life imprisonment on the Isle du Diable. At the outbreak of the war Major Dreyfus was placed in command of one of the forts near Paris, but he has had no opportunity to distinguish himself, so far as known. His young son, Pierre, has been actively engaged at the front since the outbreak of hostilities, holding the rank of second lieutenant in an artillery regiment. Last March the following citation appeared in the Journal Officiel:

"Pierre Dreyfus, at the front since the beginning of the war, particularly distinguished himself on Feb. 26, 27 and 28, 1916, by assuring, during these three days, a service of observation and liaison under most perilous conditions, after having requested not to be relieved during this period to avoid the risk of disturbing the continuity of the service during the critical phase. Throughout the days of February and March he has remained constantly upon his battery's position, thus insuring a particularly active service of the guns under an almost continuous bombardment from the enemy's artillery."

The Dreyfus case has also been recently by the death of the Marquis Paty de Clam, the French war department official who had charge of the prosecution of the accused Jewish officer. Paty de Clam, although beyond the age limit for active service, volunteered at the beginning of the war. He was wounded during the battle of Verdun, and, after lingering a few weeks, died of the injuries.

Alfred Dreyfus was born in Alsace, of Jewish parents, on Oct. 9, 1859. After graduating from the Polytechnic he was made a lieutenant of artillery in 1882, reaching the rank of captain in 1889. He was arrested in 1894 charged with selling military secrets to the ambassador from Berlin. Convicted of this charge, he was publicly degraded from his rank in the presence of 5,000 troops, and sent to the Isle du Diable, off the coast of South America, under a life sentence. Zola and other champions of the case so successfully that he was given a new trial and was eventually vindicated.



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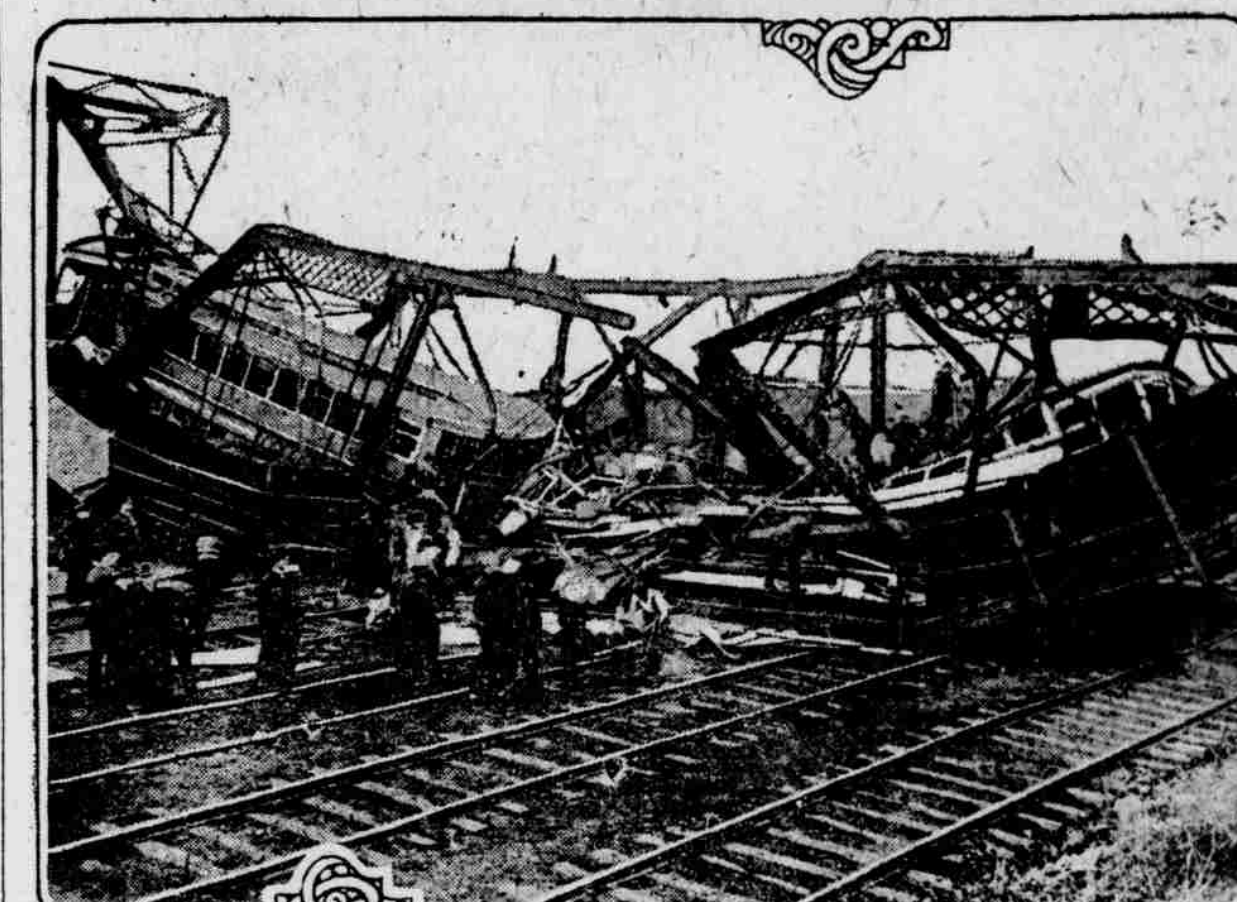
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TROLLEY COLLISION CAUSES BRIDGE TO FALL TO RAILROAD TRACK; TWO DEAD



TROLLEY CARS COLLIDE ON CLEVELAND BRIDGE; BRIDGE COLLAPSES

Two persons were killed and more than thirty are in hospitals as the result of a collision between two street cars on the West Third street bridge, Cleveland, O., causing the structure to collapse and precipitate the cars thirty feet to the Baltimore and Ohio railroad tracks below, where they almost rolled into the Cuyahoga river. The dead are Mrs. Clara Dille, a passenger, and Otto Borsbert, motorman. The accident occurred when a southbound Scranton road car, carrying a crowd of women shoppers home at the evening rush hour, broke away from the motorman on an incline approaching the bridge and tore down upon the north approach to the structure just as the northbound car reached the same point. The runaway car jumped the track and struck the northbound car. The combined weight of the two cars and the shock of the collision was too much for the wooden bridge, which sagged and then gave way. Edna Waddington, a telephone operator, employed by the Erie Railroad company, saw the accident from where she sat at her switch board and turned in a call for ambulances, doctors and the fire department. The portion of the bridge which fell is just north of the river. It is twenty-five years old. The main part of the structure was washed away in the 1912 flood and was replaced the same year by another wooden bridge bought in Detroit and brought to Cleveland.

TRY FARMER "WANT ADS."